

# U. S. SEIZURES OF TOWBOATS CAUSE FAMINE

Shortage of Tugs, Resulting From Government Action, May Lead to Great Shutdowns of Munitions Mills During Next Few Weeks Through New England.

Washington, Jan. 30.—New England is confronted with the most serious fuel shortage in its history. Warm weather only will prevent widespread suffering in its cities, and even under the best shipping conditions its industries will be forced to close for at least two of the coming eight weeks. The financial losses will run into the millions, and all production of war munitions will be set back from two weeks to a month.

These astounding facts were presented to government officials today by James Storrow, the New England Fuel Administrator. The Fuel Administration and Director General McAdoo, however, could give no assurances of any relief for the famine-stricken industrial centers.

During the day, Mr. Storrow received telegrams which showed clearly that by the end of this week the greater part of the New England States will be in the throes of a fuel famine. Railroads, trolley lines, public utilities, schools, office buildings and stores will shut down, and thousands of working men and women will be thrown out of work in a finite period. Doubt is expressed by Mr. Storrow as to whether even the needs of all hospitals and charitable institutions can be met.

From the statements of the New England Fuel Administrator, it is again made clear that the short-sighted action of the War and Navy Departments in taking all seagoing tugs and vessels from the New England coast last summer has been the most costly and gigantic blunder of the war administration.

Some of the telegrams received by Mr. Storrow today show that:

In the last two weeks only 50 per cent of the normal amount of fuel consumed in New England has been shipped in, either by rail or water.

Seventy Boston schools are closed and 200 more will be forced to close within a week. All schools in Worcester, Mass., have been closed since Christmas.

More than 6,000,000 tons of coal is needed to bring the New England States' supply to normal.

The Edison Electric Light Company of Boston, which supplies light to Boston and 42 cities and towns, will be forced to close at the end of this week unless the steamer Noyes at Hampton Roads is loaded immediately.

The Mead Morris Manufacturing Company of East Boston, employing 11,000 men on gun mounts, has been closed since Wednesday.

The Chapman Valve Company of Boston is closed.

Eighteen factories in Holyoke, Mass., must close at the end of the week.

The Boston and Worcester trolley lines, having 87 miles of double track system, have almost cut service in half and face closing down.

The Maine Central Railroad has coal only to run until Friday and must close unless Deputy Director of Railroads Smith of New York can get it coal.

The Industrial Alcohol Company of East Cambridge, working 100 per cent on Allied orders, closed today.

The L. S. Sturtevant Company of Athol, Mass., working 100 per cent on Government and naval supplies, closed today.

The Burgess Airplane Company of Marblehead, Mass., closed today.

The R. S. Long Company of South Framingham, Mass., engaged 100 per cent on haversacks and cartridge belts, closed down indefinitely.

The Abertown Construction Co. of Cambridge, working 100 per cent on Government contracts, closed last night.

The Metz Company of Waltham, Mass., doing 100 per cent Government work, is burning wood and must close this week.

Ten thousand workmen were thrown out of work today when the American Woolen Company's mills at Lawrence, Lowell and Maynard, Mass., closed. These mills have contracts for 3,500,000 yards of blankets, 3,500,000 yards of overcoatings, 4,000,000 yards of khaki and 3,500,000 yards of suitings, all for the Government.

The Osgood Bradley Company of Worcester, working 100 per cent on gun mounts, has been closed.

The Arlington Mills at Fall River closed and 11,000 persons were thrown out of work.

The Bridgeport munition plants are in a desperate plight, with no relief in sight.

Waterbury, Conn., munition plants have only a few days supply of fuel.

Mr. Storrow stated last night that there is no hope of preventing many shut downs in New England. He said:

"In circulars which I sent out last June and July, I predicted this condition. It was as plain as that 2 and 2 make 4. I told every manufacturer to prepare for it. I would not change the wording of those circulars today in describing conditions in New England."

"Last summer when the Government took over the tug and coal ves-

sels which were taking New England's winter supplies to our factories, I came to Washington and laid the facts before the President, the War Department and the Navy Department. But the ships were taken away from us.

"We have protested time and time again and tried in vain to picture the dire necessities of the greatest producing center of the country but our efforts have been fruitless. Never has New England been able to ship in more than 37 to 38 per cent of her coal supply by rail. More than half of it has had to come by water.

"So when storms tie up the railroads we have to close up shop."

"At the beginning of last week it looked as if we were going to get some bituminous coal. Remember New England annually consumes 32,000,000 tons of bituminous and 13,000,000 tons of anthracite coal. For the most part this is brought in during the summer. This year we were deprived of the ships and we could not get in the supply."

"We were down to bedrock at the beginning of last week. At that time we hoped that we could get through this week and through the shipments of last week be ready to meet the industrial and public needs of the district for next week. But we made no shipments last week."

"The Fuel Administration had some ships at Hampton Roads for us but the government put twenty-five of their vessels in ahead of ours at the terminal. For all I know it was a waste of time. I know that we were unable to ship any coal from that port for the first five days of last week. That means we will have no supplies for next week."

"It has been a miracle that we have been able to get along as we have for so long. From messages I received today it would seem that Boston office buildings and stores will have to close next week. For the last three weeks in Boston we have been loading out all our coal, hard and soft, in 100 pound bag lots to householders."

"On January 17 the steamship Achilles brought us 12,400 tons of bituminous. We divided this cargo among forty-six hospitals, town power, water and lighting companies, giving Boston retailers 2,000 tons for distribution to householders, when the normal consumption of the city is 5,000 tons daily. Some of this coal went into every New England State in lots of from sixty to 400 tons. It is all gone by this time."

"I wish to make it clear that I have no criticism to make of the Fuel Administration. Dr. Garfield has worked early and late to help New England, but there has been short sightedness shown by the Government."

"The Rhode Island situation is very desperate, but it is so in every one of our States, particularly so in Boston and north of there. When you stop to think that we must ship 45,000,000 tons of coal this winter uses 800 miles you realize that New England's supply should have been guaranteed by some means. Every other industrial section has mines near at hand, but New England is 800 miles from the mines and she is today doing the lion's share of making our war supplies."

"At the best it looks as if we would lose two weeks' work out of the next eight weeks, and if we get more stormy weather we will lose more."

**BRITISH TAKE GARRISON.**

London, Jan. 30.—"Last night one of our patrols successfully attacked a German post northeast of Havrincourt and killed or took prisoner a number of the enemy's garrison," the war office reports. "Further casualties were inflicted on the enemy in past encounters in the neighborhood of Bullecourt where we captured a machine gun."

**SHOT BY PLAYMATE DURING WAR GAME, LAD MAY RECOVER**

Austin Neat, aged 14 years, of 347 Kosmos street, who was accidentally shot by his playmate, Thomas Meyer, of 338 Kosmos street, yesterday, while playing a game of war, was reported today as having a chance for life at the Bridgeport hospital, where he was rushed by Dr. J. F. Shea, immediately after the accident.

The boys were playing "war" in front of the injured boy's home when they tired of using a bulletless revolver. One of them secured a bullet which fitted the gun being used by the Meyer boy, and the latter pointed it straight at the face of little Austin Neat. He pulled the trigger and the bullet entered the Neat boy's face near the chin, shattering his jaw.

Doctors say he will recover if infection from lead poisoning does not set in.

**MANSFIELD, 20, ENLISTS.**

New Haven, Jan. 30.—Among recruits accepted today at the headquarters of the Connecticut recruiting district was Richard Mansfield, 20, son of the late actor, Richard Mansfield. The son, 19 years old, came here from New London, his home, and said that he wanted to enlist in the aviation section of the signal corps of the regular army. He was accepted after examination and will be sent to the army reservation where he will be given final examination.

**HELD AS EMBEZZLER**

Fred Geiger, of 343 Bostwick avenue, and Alfred L. Mercier, of Rowe avenue, Fairfield, were today held by the police upon a complaint made by the Adam's Express Co., charging them with the embezzlement of \$5.

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## "COMFORT SPOTS" AND "COZY CORNERS" PROVIDED FOR THE FIGHTERS BY THE CHURCH ORGANIZATIONS



"Comfort spots" and "cozy corners" are the by-words of the many church organizations working to make the soldiers fighting on the western front more comfortable when they are sent behind the lines to rest up from their trench duties. Numerous tents with plenty of nice fuzzy blankets to warm up the troops, and wooden huts have been set up, to get the men back into shape and to make them feel at home. These "comfy" spots are situated not a great distance behind the lines, but they are not within the range of gunfire.

### WILSON BOOM FOR GOVERNOR DIES SUDDENLY

(Continued from Page 1.)

Waterbury, acting as toastmaster, as the "lieutenant-governor." Diners began leaving the room and retiring to other parts of the hotel until Wilson finished his speech. At the introduction some one shouted, "Three cheers for the lieutenant-governor."

The response was feeble hand-clapping led by William E. Seelye, treasurer of the Republican town committee, and Loren Delbridge, chief clerk in the tax commissioner's office.

Three or four other Bridgeporters joined in but they were most conspicuous as those remaining in the room kept their hands folded. Among those who refused to join in the cheering was City Clerk J. A. H. Robinson, also chairman of the Bridgeport Republican Town Committee.

The cold reception given Wilson was the topic of conversation for the rest of the night. The mayor refused to mingle with the crowd. He arrived late and after finishing his speech made a quick exit.

Some of Wilson's local friends forwarded the alibi that "up-state Republicans" were against all Bridgeporters." This was proven untrue immediately afterwards when City Clerk Robinson entering the rooms was seized by the group of Hartford and Waterbury men, who announced his presence and called for three cheers.

The response was equal to that given to the principal speaker, Senator Robinson of Ohio.

All was enthusiasm until Wilson was introduced. Then the banquet acquired the silence of a funeral service. Silent as it was, it told in loud tones that Wilson is through as far as state politics concerned. Several Bridgeporters who witnessed the reception, did not hesitate to make this known in interviews today.

The absence of John T. King was also the subject of much criticism. He had promised to attend, but when the affair started he was not to be found. He sent a telegram expressing regret and saying that he had suddenly been called to New York.

Toastmaster Sandland in reading the regret messages of others declined to read King's telegram.

**PREDICTIONS OF SNOW PERTURB FUEL OFFICIALS**

Boston, Jan. 30.—With good weather the big factor in the matter of relieving the coal shortage in New England, railroad and fuel administration officials were greatly discouraged today over the government's prediction of a heavy snow storm to-night and tomorrow.

Orders were issued to speed up train shipments, especially as reports from points along the coast indicated that many barges, due here several days ago, had been held back by great drifts of ice in Vineyard Sound and elsewhere. Three coal laden steamers battled during the night with ice in the harbor and on the coast of the drift, proceeded to Boston. They may reach here tomorrow, unless delayed by weather conditions.

Because of the limited stock on hand in this city, no fuel was delivered to office buildings, stores or factories today and none will be allowed there tomorrow. Business in these establishments was not interrupted, although heat was reduced to a minimum, and some discomfort was reported by occupants.

Public schools in a number of New England cities were closed and many industrial plants curtailed, and appeals came from communities in actual need of coal for homes.

No coal vessels arrived during the morning. Three barges reached port last night with 7,000 tons, most of which was consigned to gas companies.

**HARTFORD LIKELY TO CLOSE DOWN PUBLIC SCHOOLS**

Hartford, Jan. 30.—Hartford schools are in serious danger of closing before the beginning of another week for lack of coal. A report compiled after investigation of the school coal cellars by the police and submitted to William B. Bassett, chairman of the local fuel committee, shows that very few of the schools have more than enough coal on hand to keep their fires burning longer than a day or two at most. Possibilities of adequate relief are very slight.

Continuation of the general situation in its present aspect will force the closing of the schools anyway, in the opinion of the fuel administration.

**P. U. BOARD'S AID ACCEPTED BY GOVERNMENT**

Hartford, Jan. 30.—Richard T. Higgins, chairman of the Public Utility Commission, has received a letter from William G. McAdoo, director general of railroads, in which he accepts Mr. Higgins' tender of the services of the commission in the regulation of the railroads, and says that he proposes to avail himself of the help of the commission and of its suggestions. He concludes by saying anything the commission has in mind will receive his consideration.

**EX-MILITIAMAN OF SPRINGFIELD IS MADE A MAJOR**

Springfield, Mass., Jan. 30.—News of the promotion of Winfred A. Sabin of this city to the rank of major in the ordnance department in Washington was received here today. Major Sabin has long been engaged in ordnance work here and in Manila. He is a Spanish war veteran and noted as a rifle marksman. He was formerly captain in the state militia.

**COLORING OLEO TO DECEIVE IS FOUND ILLEGAL**

Hartford, Jan. 30.—Attorney General George E. Higgins has advised Dairy Commissioner Thomas Holt that it is unlawful to color oleomargarine by any process that will make it look like butter.

**THREE KILLED**

London, Jan. 30.—In last night's air raid three persons were killed and 10 injured, it was announced officially. It was feared that the bodies of six others were buried in the ruins of a house.

### HOLLANDER HELD FOR CRITICIZING U. S. GOVERNMENT

(Continued from Page 1.)

Department of Justice Agent Arrests Man Here For Utterances.

**DANGEROUS ALIEN, AUTHORITIES SAY**

**Prisoner Refuses To Be Sworn When Brought In to Court Today.**

Declaring that he had "a perfect right to criticize the government of this country while within its bounds, and refusing to be sworn before the City Court today, Stephen Uyenlock, a Hollander, arrested last night by Federal Agent Lane as a dangerous alien, defied the court and was ordered held for the United States authorities.

Refusing to divulge how the evidence against Uyenlock was obtained, Prosecutor DeLaney, who is handling the court end of the case for Agent Lane, stated that Uyenlock had written letters to relatives in which he denounced the government of this country and upheld the doctrine of rightfulness adopted by the Imperial Hun government.

With the arrest of the Hollander it is understood that a secret agent of the Wilhelmstrasse has been netted. It is not known whether the passport which he carries from the government of Holland came into his possession in a legal manner.

A rigid investigation of the man's movements in this country has been set in motion and it is hinted that startling developments may be looked for as a result.

It is said that a large number of German secret agents are at work in this country in the guise of Hollanders or Scandinavians. Protected by the passports of these governments, they escape detection for some time, but the United States agents all over the country are rapidly tightening the net about them.

When he faced the court today Uyenlock said: "I am not at liberty to state how the mass of evidence against Uyenlock was obtained as that is a government secret, but I will say that the man is regarded as a very dangerous alien and thoroughly German in his beliefs. He carries a Holland passport, but in my opinion he will be deported as a very undesirable, not to say dangerous alien."

"The arrest was made last night by Department of Justice Agent Lane, at an address which I am not allowed to divulge. The man has assumed an arrogant air ever since his apprehension and while he cannot be prosecuted as an alien enemy, as he carries a passport issued by the government of a nation with which we are at peace, he will undoubtedly be deported."

When he faced the court today Uyenlock brusquely refused to be sworn and declared that his word that he would tell the truth ought to be sufficient. He further claimed that he had a perfect right to say anything he pleased about the government of this country and defied anyone to stop him.

Owing to the fact that Agent Lane of the Department of Justice is so rushed with the mass of cases which his department is investigating, he requested Prosecutor DeLaney to take over the case of the Hollander.

**N. Y. DOCKS GET SPECIAL DETAIL OF 100 GUARDS**

New York, Jan. 30.—A special water front guard of 100 policemen in plain clothes went on duty today to afford additional protection to docks and shipping in New York and vicinity. The new guards do not displace the regular military patrol of the water front, but they will gradually supplement the soldiers' efforts in handling difficult cases.

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